

Appendix 5

Addendum

The following addendum examples are provided in this manual to show several of the many possible addendums that may need to be sent to amend a project once it has been advertised (Ad). When addendums are needed they should be numbered chronologically as they are compiled and sent to bidders/planholders so that the number of addendums sent can be tracked. Designers need to work closely with their Region Plans Office in preparing Addendums.

Stamped copies of contract specification revisions or new contract specifications, created while a contract is on Ad, shall have copies of the plans placed in the **Project File** and those copies shall be stamped by the Engineer, who is in direct responsible charge of work shown on the plans, but the plan copies being sent out with the Addendum do not need to be stamped. Plan revisions or new plans sent out by addendum need to be stamped by the Engineer.

The following Addendum Examples are shown in this Appendix.

Example No. 1. - This example, titled “*Guidelines for Preparing Addendum Plan Sheets*” (see page A5-3) is an aid in preparing addenda plan sheets.

Example No. 2 - This example, titled “*SR 161, Jovita Blvd. To SR 18 Widen – Stage 1, Addendum No. 3*” (see pages A5-4 through A5-8) is an actual addendum that amended the Special Provisions, the Plans, the Proposal and Wage Rates of a past contract that was put on Ad. The example provides notes to the designer/reader – see remarks in red - to inform the designer of how the changes are to be explained or shown to the different bidders/planholders. In this example, the proposal, plan sheet and wage rate attachments showing the changes are not included. Other addendums examples in this appendix will have such attachments showing the changes.

Example No. 3 – This example, titled “*SR 20 Colville HS To Narcisse Rd, Addendum No. 4*” (see pages A5-9 through A5-10) is an actual addendum that amended the Wage Rates of a past contract while it was on Ad. The example includes the wage rate attachment.

Example No. 4 – This example, titled “*SR 520 Bike Path – Bellevue To Redmond, Addendum No. 1*” (see pages A5-11 through A5-26) is an actual addendum that amended the Special Provisions, Plans and Proposal of a past contract while it was on Ad. The example includes the Proposal and Plan Sheets that were sent to the Bidders and Planholders with the addendum letter. (The designer needs to note that the revisions have been recorded in the Revision Box of the plans and shaded.)

General Notes to the Designer

The following paragraph has to be placed on all Addendums:

“Bidders shall furnish the Secretary of Transportation with evidence of the receipt of this addendum. This addendum will be incorporated in the contract when awarded and formally executed.”

The following paragraph should be placed on Addendums when changes are made to the Proposal and the Addendum does not transmit a new Proposal as an attachment to the bidders:

“Bidders are instructed to revise pages ___ and ___ of the Proposal as revised pages have not been prepared for attachment to this addendum. If the bidder fails to

make these corrections on the Proposal, the items will be corrected by the Department”.

The following first statement shows the wording of how a page of the contract wage rates would be deleted and replaced in an Addendum. The second statement shows how the wage rate addendum would be worded when the wage rate determination is an attachment:

“Wage Rates:

Federal Wage Determination WA_____, Modification____,page____,is deleted and replaced with WA02000____Modification____,page____.”

“Attachment:

Federal Wage Determination WA_____, Modification____,page____(Rev. February____,2002)”

GUIDELINES FOR PREPARING ADDENDUM PLAN SHEETS

Here are some guidelines to follow when preparing addenda plan sheets.

DELETIONS

The item, line, figure, detail, etc., to be deleted is to be completely removed from the sheet. The area where the deletion occurred shall **NOT** contain any shading. The deletion is to be noted in the revision block, which is to be shaded. When a plan sheet requires a P.E.'s stamp then the revision block date is to be dated on or before the date it is signed by the P.E. authorizing the change.

ADDED/REPLACEMENT SHEETS

An added sheet is a brand new sheet that previously did not exist. It is to be numbered by inserting in its proper location and adding an alphabetical character to its sheet designation such as 67A.

A replacement sheet is a sheet on which the changes are so massive that it would require shading a substantial portion (over 50%) of the sheet.

These sheets are noted in the revision block by the note "Added Sheet" or "Replacement Sheet," whichever is applicable. Only the revision block shall be shaded.

REVISION/ADDITION

All revisions, including additions are to be shaded. The revision/addition is to be noted in the revision block, which is to be shaded.

SHADING

Shading is achieved by covering the area to be shaded with drawing color 240. To shade an addendum using Microstation version V8; From the WSDOT MENU select "WSDOT SHEET ITEMS", then Select "PLACE ADDENDUM" then place the addendum block around the area to requiring shading. Refer any questions about addendum shading to your Region CADD coordinator or the HQ CAE office.

Under no circumstance will pencil shading be allowed.

All PS&E submittals for Contract Advertisement and Addendums shall be original plots only. Reproductions or photocopies will not be allowed as they make poor quality prints when reproduced. Some variation in shade density may be noticed when comparing output from various printer. The samples below show acceptable shading versus shading which is not acceptable.



Acceptable



Not Acceptable



Not Acceptable

Department of Transportation
Olympia, Washington 98504

ATTENTION: All Bidders and Planholders

**SR 161
JOVITA BLVD. TO SR 18
WIDEN - STAGE 1
STPF-1009(002) & STATE**

Addendum No. 3

The Special Provisions, Plans, Proposal and Wage Rates for this project are amended as follows:

Special Provisions

1. On page 20, lines 31 and 32 are deleted.

1. Lines are deleted. No other corrections necessary.

2. On page 90, lines 34 through 47 are revised to read as follows.

Construction Requirements

Straw Bale Barriers

Bales shall be places in a single row with ends of adjacent bales tightly abutting one another. Straw bales shall be installed so that the bindings are oriented around the sides. The bales shall be securely anchored by at least 2 stakes or steel reinforcing bars [rebars] driven through the bale with the top flush with the top of the bales.

Straw bales shall be removed when approved by the Engineer.

2. Parts of a paragraph are revised and a new sentence is added. The underline denotes added words and the strikethrough with brackets denotes deleted words. Usually whole paragraphs are shown in the addendum for ease of understanding the revision.

3. On page 94, the following is added after line 13:

The fourteenth paragraph of Section 1-07.15 is revised to read:

If done according to the approved Plan or Engineer's orders, temporary water pollution/erosion control work will be measured and paid for:

1. At unit contract prices if the work differs from specified contract work, or

2. By force account as specified in Section 1-09.6, if not covered by contract items.

For the purpose of providing a common proposal for all bidders, the Contracting Agency has entered an amount for the item "Temporary Water Pollution/Erosion Control" in the bid proposal to become a part of the total bid by the Contractor.

3. Additional specifications are added to an existing Special Provision.

4. On page 132, lines 25 through 33 are deleted and replaced with the following:

Section 6-02.5 is supplemented with the following:

All costs for plugging existing bridge drains shall be included in the lump sum contract price for "Superstructure - Bridge No. 161/102 Widening".

4. Several lines are deleted and replaced with the corrected version. Used when there are extensive changes and it is clearer than to use the underline and strikethrough with brackets method described in No. 2.

5. On page 179, line 28 through page 182, line 8, the Special Provision **COALESCING PLATE OIL-WATER SEPARATOR** is deleted.

5. A whole Special Provision is deleted.

6. The following Special Provision is added:

SANITARY SEWER

Description

Section 7-17.1 is supplemented with the following:

This work consists of protecting sanitary sewers.

Materials

Section 7-17.2 is supplemented with the following:

| | |
|----------------------------------|-------------------------------------|
| Lean Concrete: | $f_c + 500$ psi minimum |
| Structural Concrete: | Class 3000 |
| Extruded Polystyrene Insulation: | 60 psi minimum compressive strength |
| Steel Plate: | ASTM A-36 |

Construction Requirements

Section 7-17.3 is supplemented with the following:

The sanitary sewer protection shall be constructed as detailed in the Plans. Concrete shall be placed on undisturbed soil. The concrete shall be allowed to cure three days prior to setting the storm sewer pipe and backfilling.

Measurement

Section 7-17.4 is supplemented with the following:

Sanitary sewer protection will be measured per each when constructed.

Payment

Section 7-17.5 is supplemented with the following:

12. "Sanitary Sewer Protection", per each.

6. A new Special Provision is added to the Contract Provisions. Note that this type of revision is not inserted into a specific location in the Contract Provisions.

Plans

1. On sheets 66 and 67, all references to signs 1A through 5A are deleted.

1. Minor deletions are to be made by the Plan Holder.

2. Sheet 86 is deleted. The reference to sheet 85 is deleted from the Index sheet.

2. A sheet is deleted. The revision to the Index sheet is made by the Plan Holder.

3. On sheet 120, DRAINAGE DETAIL, Underdrain Pipe is revised to read Underdrain Pipe 6 In. diam.

3. Minor revisions are to be made by the Plan Holder.

4. Plan sheets 3, 5, 8, 31, 45, 46, 57, 112, and 137 are revised as shaded and noted on the attached sheets.

4. A list of Plan sheets that have been revised by the Department/Consultant and included as part of the Addendum package. Note: Revisions and Additions are shaded. Deletions are NOT shaded. Also, the Region/Consultant shall note what revisions were made in the Revision block.

Proposal

1. On page 1: Item No's. 2, 4, and 7, the PLAN QUANTITY is revised.

1. A listing of revisions made to the Proposal.

2. On page 2:

Item No. 22 is revised in its entirety.

Item No. 23, the PLAN QUANTITY, ITEM DESCRIPTION, and STANDARD ITEM NUMBER are revised.

2. Major revision to a bid item. (Two examples) This would include the following revisions:

Plan Quantity or Units of Measure

Item Description

Standard Item No. (if applicable)

3. On page 3, Item No. 36 is DELETED.

3. An item is deleted. The Proposal will read DELETED ITEM in the Item Description block and the Total Amount Dollars block will be filled with zeros.

4. On page 9, item No. 122, the TOTAL AMOUNT DOLLARS is revised.

4. The Total Amount Dollars block was revised for a force account item.

5. On added page 11, Item No's. 143, 144, and 145 are added.

5. New items are added after the last item in the original Proposal when the project went on Ad. DO NOT insert new items throughout the Proposal. Note that in this example, a new page was added to the Proposal.

Wage Rates

1. Federal Wage Determination WA960001, Modification 13, page 1, is deleted and replaced with WA960001, Modification 14, page 1.
2. Washington State Prevailing Wage Rates For Public Works Contracts, dated 03-03-96, pages 1 through 6 are deleted in their entirety and replaced with Washington State Prevailing Wage Rates For Public Works Contracts, dated 08-31-96, pages 1 through 6.
3. Washington State Department of Labor and Industries Policy Statement (Regarding the Production of "Standard" or "Non-Standard" Items), pages 1 through 18 are deleted in their entirety and replaced with the attached Washington State Department of Labor and Industries Policy Statement (Regarding the Production of "Standard" or "Non-Standard" Items), pages 1 through 18.

ADDENDUM NO. 3

SR 161

JOVITA BLVD. TO SR 18

WIDEN - STAGE 1

STPF-1009(002) & STATE

PLANS PREPARATION MANUAL

APPENDIX 5

JUNE 2003

4. BENEFIT CODE KEY –EFFECTIVE 03-03-96 sheets are deleted in their entirety and replaced with the attached BENEFIT CODE KEY –EFFECTIVE 08-31-96 sheets.

1. *A listing of pages for each part of the wage rate package that is deleted and replaced.*
2. *State Wage Rates come out twice a year. If your contract needs to show a change to the State Wage Rates, then ALL the State Wage Rates pages in your contract are deleted and replaced with the entire new State Wage Rate pages. You don't just delete and replace the pages with the change. ALL pages are deleted and replaced.*
3. *When State Wage Rates have changed and an addendum is written to inform and document the change, the Washington State Department Of Labor and Industries Policy Statement is also replaced. The above examples show how it is deleted and replaced.*
4. *When State Wage Rates have changed and an addendum is written to reflect the change, the BENEFIT CODE KEY is also replaced. The above examples show how it is deleted and replaced.*

Bidders are instructed to revise sheets 66, 67, and 120 of the Plans as revised sheets have not been prepared for attachment to this addendum.

Bidders shall furnish the Secretary of Transportation with evidence of the receipt of this addendum. This addendum will be incorporated in the contract when awarded and when formally executed.

Donald K. Nelson, PE
State Design Engineer

Attachment:

Sheets 3, 5, 8, 31, 45, 46, 57, 112, and 137 of the Plans have been revised and are attached (Rev. January 12, 1996).

Pages 1, 2, 3, 9, and 11 of the Proposal have been revised and are attached (Rev. January 12, 1996).

Page 1 of the Federal Wage Determination WA960001, Modification 14 (Rev January 12, 1996).

Pages 1 through 6 of the Washington State Prevailing Wage Rates For Public Works Contracts dated 08-31-96 (Rev. January 12, 1996).

Washington State Department of Labor and Industries Policy Statement (Regarding the Production of "Standard" or "Non-Standard" Items), pages 1 through 18 (Rev. January 12, 1996).

BENEFIT CODE KEY –EFFECTIVE 08-31-01 sheets (Rev. January 12, 1996).

Make the Revision date the same for all attachments. Usually this date will be the Friday of Addendum deadline week.

ADDENDUM NO. 3
SR 161
JOVITA BLVD. TO SR 18
WIDEN - STAGE 1
STPF-1009(002) & STATE

**Department of Transportation
Olympia, Washington 98504**

June 18, 2001

ATTENTION: All Bidders and Planholders

**SR 20
COLVILLE HS TO NARCISSE RD.
F.A. #STP-PM01(001)**

Addendum No. 4

The Wage Rates for this project are amended as follows:

Page 7 of the Federal Wage Rates WA010001 Modification 5 is deleted and replaced with the attached page 1 WA010001 Modification 8.

Bidders shall furnish the Secretary of Transportation with evidence of the receipt of this addendum. This addendum will be incorporated in the contract when awarded and when formally executed.

**J. C. Lenzi
Regional Administrator**

Attachment:

Page 7 of the Federal Wage Rates; WA010001 Modification 8.

ELEC0046A 06/05/2000

| | Rates | Fringes |
|---|-------|---------|
| CALLAM, JEFFERSON, KING AND KITSAP COUNTIES | | |
| ELECTRICIANS | 30.50 | 3%+8.41 |
| CABLE SPLICERS | 33.55 | 3%+8.41 |

ELEC0048C 01/01/2001

| | Rates | Fringes |
|--|-------|----------|
| CLARK, KLINKITAT AND SKAMANIA COUNTIES | | |
| ELECTRICIANS | 29.45 | 3%+10.25 |
| CABLE SPLICERS | 29.70 | 3%+10.25 |

* ELEC0073A 06/01/2001

| | Rates | Fringes |
|---|-------|---------|
| ADAMS, FERRY, LINCOLN, PEND OREILLE, SPOKANE, STEVENS, WHITMAN COUNTIES | | |
| ELECTRICIANS | 23.67 | 3%+9.13 |
| CABLE SPLICERS | 24.07 | 3%+9.13 |

ELEC0076B 01/01/2000

| | Rates | Fringes |
|--|-------|---------|
| GRAYS HARBOR, LEWIS, MASON, PACIFIC, PIERCE, AND THURSTON COUNTIES | | |
| ELECTRICIANS | 26.20 | 8.47+3% |
| CABLE SPLICERS | 28.82 | 8.47+3% |

* ELEC0077C 02/01/2001

| | Rates | Fringes |
|--------------------------|-------|-------------|
| LINE CONSTRUCTION: | | |
| CABLE SPLICERS | 33.89 | 3.875%+6.85 |
| LINEMEN, POLE SPRAYERS, | | |
| HEAVY LINE EQUIPMENT MAN | 30.58 | 3.875%+6.85 |
| LINE EQUIPMENT MEN | 26.72 | 3.875%+5.10 |
| POWDERMEN, JACKHAMMERMEN | 23.69 | 3.875%+5.10 |
| GROUND MEN | 22.31 | 3.875%+5.10 |
| TREE TRIMMER | 21.39 | 3.875%+5.10 |

ELEC0112E 12/01/2000

| | Rates | Fringes |
|--|-------|---------|
| ASOTIN, BENTON, COLUMBIA, FRANKLIN, GARFIELD, KITTITAS, WALLA WALLA, YAKIMA COUNTIES | | |
| ELECTRICIANS | 27.75 | 3%+6.93 |
| CABLE SPLICERS | 29.14 | 3%+6.93 |

Department of Transportation
Olympia, Washington 98504

May 31, 2001

ATTENTION: All Bidders and Planholders

SR 520
SR 520 BIKE PATH - BELLEVUE TO REDMOND

NH-0520(019)
STPE-0520(019)
STPUL-0520(019)

Addendum No. 1

The Special Provisions, Plans, and Proposal for this project are amended as follows:

Special Provisions

1. Page 140, line 52, to page 141, line 4 is deleted and replaced with the following:

(April 30, 2001)
Random Board Finish

The random board finish shall be either 3/4 inch or variable depth as specified in the Plans.

The variable depth random board effect shall be accomplished by the use of an elastomeric form liner. The 3/4 inch random board effect shall be accomplished by the use of either an elastomeric form liner or an ABS or plastic form liner.

Elastomeric form liners shall be selected from the approved products listed in the WSDOT Qualified Products List, latest edition.

ABS or plastic form liners may be used to produce the required texture provided that the random board finish is equal to or less than the height of the full length form liner and that the form liner is selected from the approved products listed in the WSDOT Qualified Products List, latest edition.

2. On page 141, line 27, insert the following:

Wooden forms shall be used to create the random board finish for the Concrete Retaining Wall surface and elastomeric form liners or an ABS or plastic form liner shall be used to create the random board finish for the Structural Earth Wall Panels.

3. On page 142, lines 2 through 8 are deleted and replaced with the following:

(June 26, 2000)
Random Board Finish

Form liners shall be placed with board lines and joints normal to grade for barrier applications and vertical (or as shown in the Plans) for other applications. Horizontal joints in the elastomeric form liners are permitted on surfaces greater than 12 feet in height provided that the minimum form liner panel dimension is 12 feet.

The 3/4 inch random board finish for concrete surfaces specified in the Plans to receive such a finish shall be achieved with reusable wooden forms conforming to Section 6-02.3(17)J and the texture pattern shown in the Plans. ABS, plastic, or elastomeric form liners shall not be used.

The texture pattern shall be accomplished with 3/4 inch thick battens in varying widths applied to the surface of the forms. The edge of all battens shall be sloped 15 degrees to facilitate form removal.

The Contractor shall submit a concrete panel test section, with the 3/4 inch random board texture to be used, to the Engineer for approval. The test section shall be constructed using the forms and materials intended to construct the permanent structures. The test section shall be composed of two ten foot by ten foot form sections which shall be assembled to make a ten foot by 20 foot concrete surface section, and shall include the wall top treatment, and one horizontal joint treatment. The Contractor shall not form any concrete elements specified to receive 3/4 inch random board finish until receiving the Engineer's approval of the test section.

All cracks, holes, slits, gaps, and apertures in forms shall be plugged and caulked with molding plaster to remain completely watertight and withstand the pressures of concrete placement. Joints between the form units shall be sealed with silicone or latex caulking compound. Butt joints may be sealed with non-absorptive sponge tape. Construction joints and expansion joints shall be incorporated into the pattern of the face treatment.

Forms and form ties shall be designed to permit removal without damaging the finish. Prying against the face of the concrete will not be allowed. After removing the forms, the Contractor shall treat the joint areas by patching or light sandblasting as required by the Engineer to ensure that the joints are not visible.

Storage of formwork and form materials shall be in a manner to prevent damage or distortion. Any damage to formwork during placing, removal, or storage shall be repaired by the Contractor at no additional expense to the Contracting Agency.

Form liners shall be cleaned, reconditioned, and repaired before each use. Form liners with repairs, patches, or defects which, in the opinion of the Engineer, would result in adverse effects to the concrete finish shall not be used.

Care shall be taken to ensure uniformity of color throughout the textured surface. A change in form release agent will not be allowed.

All surfaces with the 3/4 inch random board finish shall also receive a Class 2 surface finish. Form ties shall be a type that leaves a clean hole when removed. All spalls and form tie holes shall be filled as specified for a Class 2 surface finish.

4. On page 143, line 41 is revised to read as follows:

All costs in connection with producing ~~fracture fin~~ random board finish on concrete surfaces as

5. On page 151, line 49, insert the following:

Junction Boxes shall be relocated as shown in the Plans and as directed by the Engineer. Relocated Junction boxes shall be adjusted to finished grade.

ADDENDUM NO. 1
SR 520
SR 520 BIKE PATH - BELLEVUE TO REDMOND

NH-0520(019)
STPE-0520(019)
STPUL-0520(019)

Each Relocated Junction Box and Adjusted Junction Box shall have a new "Traffic Bearing Modified Junction Box" installed as shown in the Plans. The junction box lid shall be a galvanized diamond plate skid resistant and lockable lid.

6. On page 151, line 56, insert the following:

Relocating Junction Boxes shall be measured per each junction box relocated. Each box will be measured once, regardless of number of times the box is relocated or adjusted. No measurement will be made for removing Junction boxes or installing new traffic bearing junction boxes.

7. On page 152, line 2, insert the following:

"Relocate Junction Box", per each

8. On page 152, lines 3 through 5 are deleted and replaced with the following:

The unit contract price per each for "Relocate Junction Box" and "Adjust Junction Box" shall be full payment for removing the existing junction box, furnishing and installing the new junction box, lockable lid, associated conduit and wire, gravel pad, backfill and any necessary pavement or slope repair.

9. On page 152, line 6, insert the following:

HIGHWAY ADVISORY RADIO SYSTEM

Description

This work shall consist of adjusting the existing Highway Advisory Radio System (HAR) Cabinet currently mounted on the Cantilever Sign Structure near B1 Station 41+00.

Construction Requirements

Adjust the HAR Cabinet height, as determined by the Engineer, for access by WSDOT personnel. Pullback and reinstall the existing 2-#6 and 1-6 TWP (Twisted Pair) cables in the existing HAR Cabinet.

Measurement

"Adjust HAR Cabinet", shall be measured by each unit adjusted., and shall be full pay regardless of number of adjustments made.

Payment

"Adjust HAR Cabinet", per each

The unit contract price per each for "Adjust HAR Cabinet" shall be full payment for adjusting cabinet, pulling wires and any additional brackets, fasteners, conduit or wire required to complete the adjustment.

Plans

1. Plan sheets 1, 5, 11, 12, 14, 16, 78, 79, of 104 are revised as shaded and noted on the attached sheets.
2. Plan sheets 17A, 17B, and 79A are new sheets.

Proposal

ADDENDUM NO. 1
SR 520
SR 520 BIKE PATH - BELLEVUE TO REDMOND

NH-0520(019)
STPE-0520(019)
STPUL-0520(019)

On page 8, Items No. 97 and 98 are new.

Bidders shall furnish the Secretary of Transportation with evidence of receipt of this Addendum. This Addendum will be incorporated in the contract when awarded and when formally executed.

Clifford Mansfield, P.E.
State Design Engineer

Attachment:

Sheets 1, 11, 12, 14, 16, 17A, 17B, 78, 79, and 79A of the Plans (Rev. 5-29-01)

Sheet 5 of the Plans (Rev. 5-30-01)

Page 8 of the Proposal (Rev. 5-30-01)

ADDENDUM NO. 1
SR 520
SR 520 BIKE PATH - BELLEVUE TO REDMOND

NH-0520(019)
STPE-0520(019)
STPUL-0520(019)

| ITEM NO. | PLAN QUANTITY | ITEM DESCRIPTION (STANDARD ITEM NUMBER) | PRICE PER UNIT DOLLARS * | TOTAL AMOUNT DOLLARS |
|-----------------|--------------------|---|--------------------------|----------------------|
| OTHER ITEMS | | | | |
| 88 | ESTIMATED | REIMBURSEMENT FOR THIRD PARTY DAMAGE (7725) | ESTIMATED | 5,000.00 |
| 89 | CALCULATED | MINOR CHANGE (7728) | CALCULATED | -1.00 |
| 90 | LUMP SUM | SPILL PREVENTION PLAN (7735) | LUMP SUM | . |
| 91 | 179. SQ. YD. | CONSTRUCTION GEOTEXTILE (7528) | AT PER SQ. YD. | . |
| 92 | 2,875. LIN. FT. | CONSTRUCTION GEOTEXTILE FOR TEMPORARY SILT FENCE (7540) | AT PER LIN. FT. | . |
| 93 | 946. SQ. YD. | CONSTRUCTION GEOTEXTILE FOR UNDERGROUND DRAINAGE (7550) | AT PER SQ. YD. | . |
| 94 | 1,197. SQ. YD. | CONSTRUCTION GEOTEXTILE FOR SOIL STABILIZATION (7552) | AT PER SQ. YD. | . |
| 95 | 2,000. LIN. FT. | CONSTRUCTION FENCE () | AT PER LIN. FT. | . |
| 96 | ESTIMATED | ANTI-STRIPPING ADDITIVE (5334) | ESTIMATED | 4,500.00 |
| 97 | 6. EACH | RELOCATE JUNCTION BOX () | AT PER EACH | . |
| 98 | 1. EACH | ADJUST HAR CABINET () | AT PER EACH | . |
| CONTRACT TOTAL: | | | | . |

| | |
|--|--|
| | |
|--|--|

* - SHOW PRICE PER UNIT IN FIGURES ONLY. FIGURES WRITTEN TO THE RIGHT OF THE DOT (DECIMAL) IN THE PRICE PER UNIT COLUMN SHALL BE INTERPRETED AS CENTS.

SR 520

SR 520 BIKE PATH - BELLEVUE TO REDMOND

A5-15

INDEX

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NOTE: ALL SHEET REFERENCES, FIRST NOS. OF STRUCTURE CODE DESIGNATIONS AND MATCH LINE SHEET REFERENCES, ETC., THROUGHOUT THE PLANS, REFER TO THE ENTRY IN THE PLAN REFERENCE NUMBER BOX.

NORTHWEST REGION
PROJECT DEVELOPMENT

ALL SHEETS OF THESE PLANS SHALL BE CHECKED AND APPROVED BY THE SIGNATURE AND STAMP ON THIS SHEET

APPROVED

| | |
|--------------------|-----------------|
| PLAN REFERENCE NO. | SHEET OF SHEETS |
| | |

| | | | | | | | | | | |
|--|--|---------------------------|------|----------|----|--|---|--|---------------------------------------|-----------------------|
| DESIGNED BY E. WISE ENTERED BY E. WISE CHECKED BY H. WEEKS PROJ. ENGR. J. SIMEK REGIONAL ADM. J. OKAMOTO | | DATE 2/99 3/99 4/01 | DATE | REVISION | BY | REGION NO. 10 STATE WASH JOB NUMBER 00A039 CONTRACT NO. 5/29/01 | FED. AID PROJ. NO. STPE-STPUL-0520(019) NH-0520(019) | Washington State Department of Transportation | SR 520 BKE PATH - BELLEVUE TO REDMOND | ID1 |
| INDEX | | | | | | | | | | SHEET 1 OF 104 SHEETS |



SUMMARY OF QUANTITIES

DOT_RGG900
5/30/2001

| ITEM NO | TOTAL QUANTITY | SUB-TOTAL SECTION 1-07.2(1) OF STANDARD SPECS | SUB-TOTAL SECTION 1-07.2(2) OF STANDARD SPECS | STD. ITEM NO. | UNIT | ITEM | GROUP 1 BIKE PATH 10x27.13 TO 78+68.29 | GROUP 1 RETAINING WALL #1 | GROUP 1 ROCK WALL #1 | GROUP 1 ROCK WALL #2 | GROUP 1 ROCK WALL #3 | GROUP 1 ROCK WALL #4 | GROUP 1 STRUC EARTH WALL #1 | GROUP 2 THIRD PARTY DAMAGE | | | | |
|---------|----------------|---|---|---------------|------|--|--|---------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------------|----------------------------|--|--|--|--|
| 89 | -1.00 | | -1.00 | 7728 | DOL | MINOR CHANGE | -1.00 | | | | | | | | | | | |
| 90 | LUMP SUM | | LUMP SUM | 7735 | L.S. | SPILL PREVENTION PLAN | L.S. | | | | | | | | | | | |
| 91 | 179.00 | | 179.00 | 7528 | S.Y. | CONSTRUCTION GEOTEXTILE | | 80.00 | | 63.00 | 16.00 | | | | | | | |
| 92 | 2875.00 | | 2875.00 | 7540 | L.F. | CONSTRUCTION GEOTEXTILE FOR TEMPORARY SILT FENCE | 2,875.00 | | | | | | | | | | | |
| 93 | 946.00 | | 946.00 | 7550 | S.Y. | CONSTRUCTION GEOTEXTILE FOR UNDERGROUND DRAINAGE | 946.00 | | | | | | | | | | | |
| 94 | 1197.00 | | 1197.00 | 7552 | S.Y. | CONSTRUCTION GEOTEXTILE FOR SOIL STABILIZATION | 1,197.00 | | | | | | | | | | | |
| 95 | 2000.00 | | 2000.00 | | L.F. | CONSTRUCTION FENCE | 2,000.00 | | | | | | | | | | | |
| 96 | 4500.00 | | 4500.00 | 5334 | DOL | ANTI-STRIPPING ADDITIVE | 4,500.00 | | | | | | | | | | | |
| 97 | | | | | | | | | | | | | | | | | | |
| 98 | | | | | | | | | | | | | | | | | | |
| 99 | | | | | | | | | | | | | | | | | | |
| 100 | | | | | | | | | | | | | | | | | | |

GROUP LEGEND :

| GROUP NUMBER | SR | CONTROL SECTION | TAX SCHEDULE | FUND PARTICIPANTS |
|--------------|-----|-----------------|--------------|--|
| 1 | 520 | 175706 | SM | FEDERAL STP-SG-ST.FEDERAL STP-SU.STATE/FEDERAL NHS |
| 2 | 520 | 175706 | SM | STATE |

| | | | | | | | | | | | | | | | | | |
|------|----------|--|----|-------------|--|------------------------|--|---|--|--------------------------|--|--|--|--|--|--|--|
| DATE | REVISION | | BY | CONTRACT NO | | JOB NUMBER 00A03972 | | STPUL-0520(019) STPE-0520(019) NH-0520(019) | | FEDERAL AID PROJECT. NO. | | Washington State Department of Transportation | | SR 520 SR 520 BIKE PATH - BELLEVUE TO REDMOND | | SQ3 SHEET 5 OF 104 SHEETS | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |

T.25N. R.5E. W.M.

CITY OF BELLEVUE

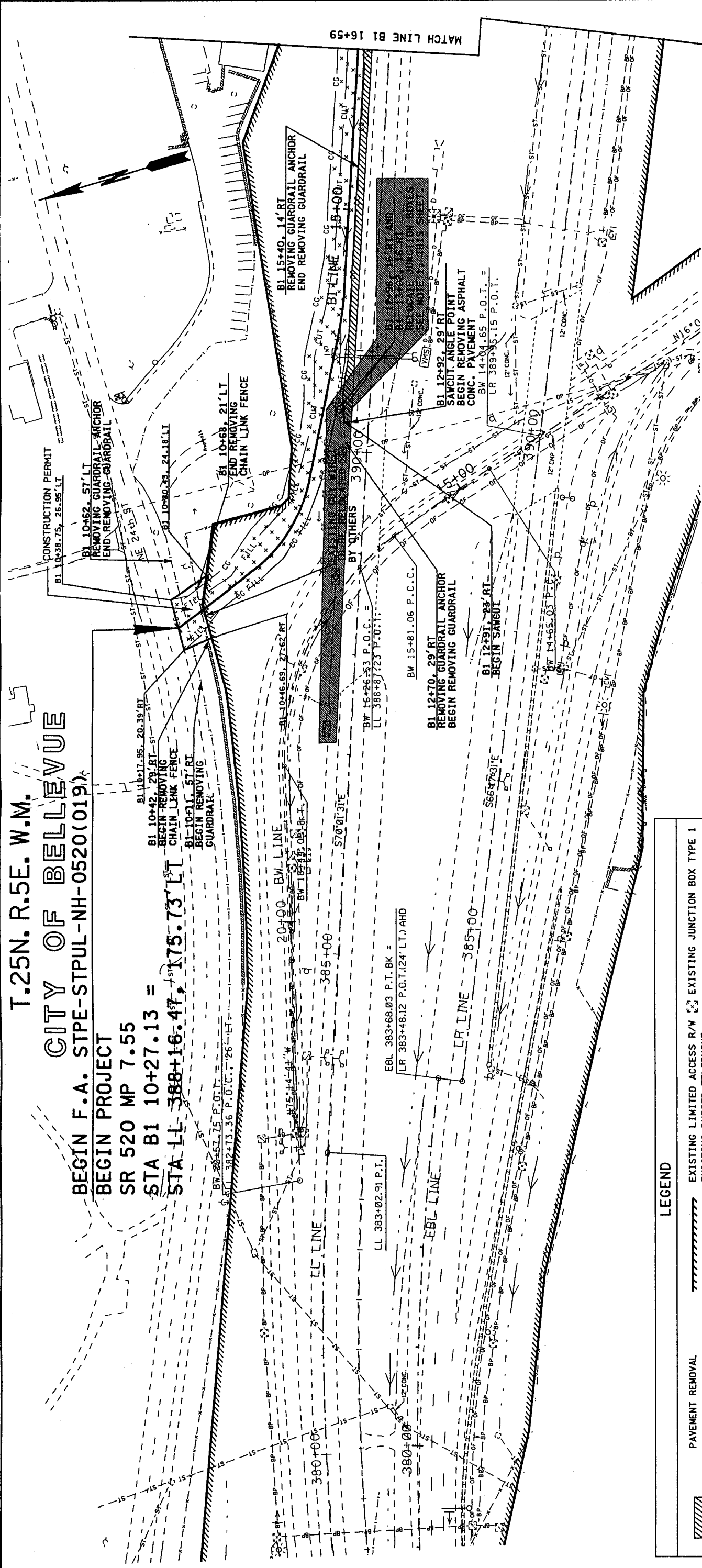
BEGIN F.A. STPE-STPUL-NH-0520(019)

BEGIN PROJECT

SR 520 MP 7.55

STA B1 10+27.13 =

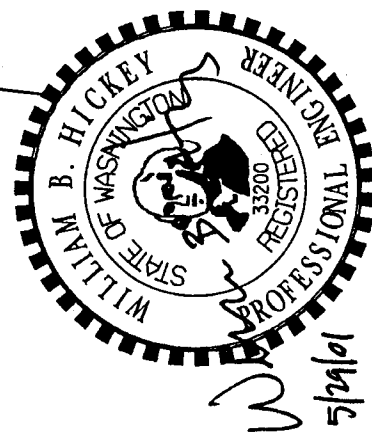
STA LL 388+16.47, 175.73 LT




| PAVEMENT REMOVAL | | EXISTING LIMITED ACCESS R/W | | EXISTING JUNCTION BOX TYPE 1 | |
|---------------------------|------|-----------------------------|-------------------------|------------------------------|------------------------------|
| CLEARING AND GRUBBING | 3/99 | EXISTING BURIED TELEPHONE | EXISTING BURIED POWER | EXISTING JUNCTION BOX TYPE 2 | EXISTING JUNCTION BOX TYPE 3 |
| CUT LINES | 8/99 | EXISTING OVERHEAD POWER | EXISTING SANITARY SEWER | EXISTING SERVICE CABINET | EXISTING CONTROL CABINET |
| FILL LINES | 4/01 | EXISTING WATER LINE | EXISTING OPTIC FIBER | EXISTING LIGHT POLE | EXISTING LOOP |
| EXISTING VEGETATION | | EXISTING STORM SEWER LINE | EXISTING SIGN | EXISTING LIGHT POLE | EXISTING LOOP |
| EXISTING GUARDRAIL | | EXISTING MULTIPPOST SIGN | EXISTING LUMINAIRE | EXISTING LIGHT POLE | EXISTING LOOP |
| EXISTING CONCRETE BARRIER | | EXISTING SIGN BRIDGE | EXISTING POLE ANCHOR | EXISTING LIGHT POLE | EXISTING LOOP |
| EXISTING RETAINING WALL | | EXISTING UTILITY POLE | EXISTING UTILITY POLE | EXISTING LIGHT POLE | EXISTING LOOP |
| EXISTING FENCE | | EXISTING FIRE HYDRANT | EXISTING FIRE HYDRANT | EXISTING LIGHT POLE | EXISTING LOOP |
| EXISTING DITCH | | | | EXISTING LIGHT POLE | EXISTING LOOP |

LEGEND

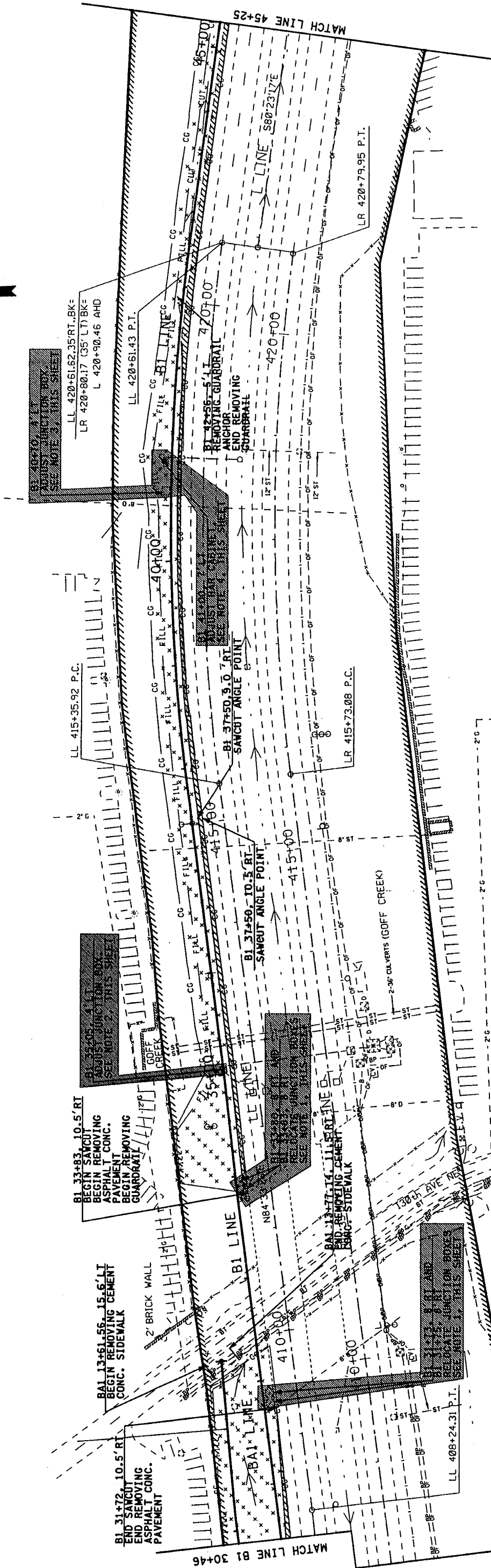
- PAVEMENT REMOVAL
- CLEARING AND GRUBBING
- CUT LINES
- FILL LINES
- EXISTING VEGETATION
- EXISTING GUARDRAIL
- EXISTING CONCRETE BARRIER
- EXISTING RETAINING WALL
- EXISTING FENCE
- EXISTING DITCH
- EXISTING LIMITED ACCESS R/W
- EXISTING BURIED TELEPHONE
- EXISTING BURIED POWER
- EXISTING OVERHEAD POWER
- EXISTING SANITARY SEWER
- EXISTING WATER LINE
- EXISTING OPTIC FIBER
- EXISTING STORM SEWER LINE
- EXISTING SIGN
- EXISTING MULTIPPOST SIGN
- EXISTING LUMINAIRE
- EXISTING SIGN BRIDGE
- EXISTING POLE ANCHOR
- EXISTING UTILITY POLE
- EXISTING FIRE HYDRANT
- EXISTING JUNCTION BOX TYPE 1
- EXISTING JUNCTION BOX TYPE 2
- EXISTING JUNCTION BOX TYPE 3
- EXISTING SERVICE CABINET
- EXISTING CONTROL CABINET
- EXISTING LIGHT POLE
- EXISTING LOOP
- EXISTING GUIDEPOST



| | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|-------------------|--|
| SCALE IN FEET | | | | | | | | | | EXPIRES: 04/25/03 | |
| ENVIRONMENTAL AND ENGINEERING SERVICE CENTER | | | | | | | | | | | |
| Washington State Department of Transportation | | | | | | | | | | | |
|  | | | | | | | | | | | |
| SR 520 SR 520 BIKE PATH - BELLEVUE TO REDMOND | | | | | | | | | | | |
| PSI | | | | | | | | | | | |
| SITE PREPARATION/EXISTING UTILITIES | | | | | | | | | | | |
| SHEET 12 OF 104 SHEETS | | | | | | | | | | | |
| FED. AID PROJ. NO. | | | | | | | | | | | |
| REGION NO. STATE | | | | | | | | | | | |
| 10 WASH | | | | | | | | | | | |
| JOB NUMBER | | | | | | | | | | | |
| 00A039 | | | | | | | | | | | |
| CONTRACT NO. | | | | | | | | | | | |
| 5/25/01 ADD. NOTE, REVISE TO 10/01/01 | | | | | | | | | | | |
| DATE REVISION BY | | | | | | | | | | | |
| 3/99 | | | | | | | | | | | |
| 8/99 | | | | | | | | | | | |
| 4/01 | | | | | | | | | | | |
| DESIGNED BY W.HICKEY | | | | | | | | | | | |
| ENTERED BY E.WISE | | | | | | | | | | | |
| CHECKED BY E.WISE | | | | | | | | | | | |
| PROJ. ENGR. J.SIMEK | | | | | | | | | | | |
| REGIONAL ADM. J.OKAMOTO | | | | | | | | | | | |

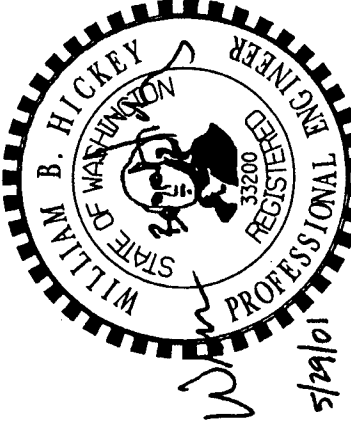
T.25N R.5E. W.M.

CITY OF BELLEVUE

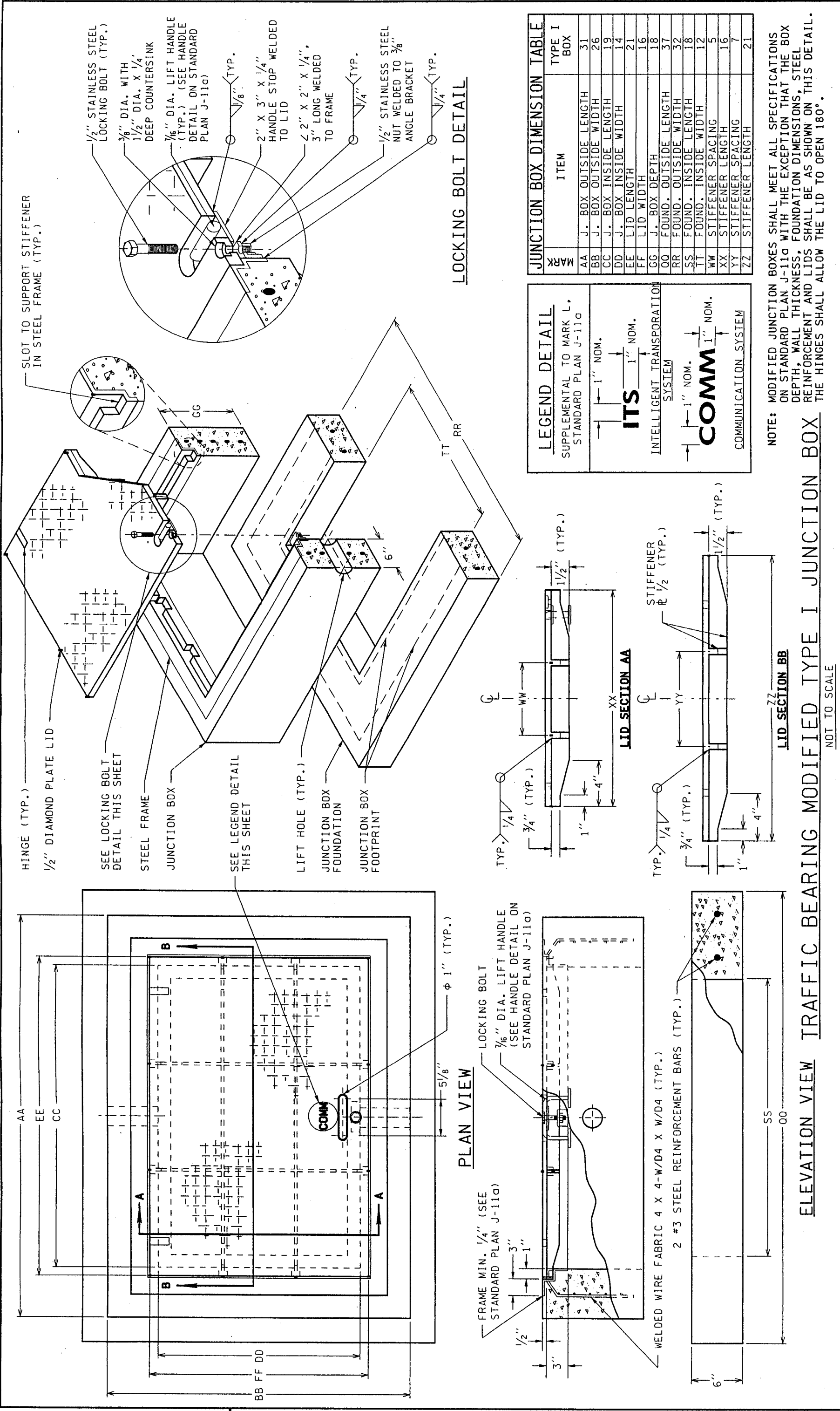


| LEGEND | |
|--------|------------------------------|
| | PAVEMENT REMOVAL |
| | CLEARING AND GRUBBING |
| | CUT LINES |
| | FILL LINES |
| | EXISTING VEGETATION |
| | EXISTING GUARDRAIL |
| | EXISTING CONCRETE BARRIER |
| | EXISTING RETAINING WALL |
| | EXISTING FENCE |
| | EXISTING DITCH |
| | EXISTING LIMITED ACCESS R/W |
| | EXISTING BURIED TELEPHONE |
| | EXISTING BURIED POWER |
| | EXISTING OVERHEAD POWER |
| | EXISTING SANITARY SEWER |
| | EXISTING WATER LINE |
| | EXISTING OPTIC FIBER |
| | EXISTING STORM SEWER LINE |
| | EXISTING SIGN |
| | EXISTING MULTIPOST SIGN |
| | EXISTING LUMINAIRE |
| | EXISTING SIGN BRIDGE |
| | EXISTING POLE ANCHOR |
| | EXISTING UTILITY POLE |
| | EXISTING FIRE HYDRANT |
| | EXISTING JUNCTION BOX TYPE 1 |
| | EXISTING JUNCTION BOX TYPE 2 |
| | EXISTING JUNCTION BOX TYPE 3 |
| | EXISTING SERVICE CABINET |
| | EXISTING CONTROL CABINET |
| | EXISTING LIGHT POLE |
| | EXISTING LOOP |
| | EXISTING GUIDEPOST |

NOTES:
1. RELOCATE EXISTING JUNCTION BOXES TO SOUTH SIDE OF NEW BARRIER, ALONG SR 520 SHOULDER, AS DIRECTED BY ENGINEER. INSTALL NEW TRAFFIC BEARING MODIFIED JUNCTION BOXES, AS SHOWN ON SHEETS 01 AND 02, AND ADJUST TO GRADE.
2. REMOVE EXISTING JUNCTION BOX AND INSTALL NEW TRAFFIC BEARING MODIFIED JUNCTION BOX AS SHOWN ON SHEETS 01 AND 02, AND ADJUST TO GRADE.
3. REMOVE EXISTING JUNCTION BOX AND INSTALL NEW TRAFFIC BEARING MODIFIED JUNCTION BOX AS SHOWN ON SHEETS 01 AND 02, PULL BACK EXISTING 2'-6" AND 1'-6" TRP (TRINITY PAIR) CABLES, AND EXTEND CONDUIT. ADJUST JUNCTION BOX TO GRADE.
4. PULL BACK AND REINSTALL THE EXISTING 2'-6" AND 1'-6" TRP (TRINITY PAIR) CABLES IN THE EXISTING HAS (HIGHWAY ADVISORY RADIO) CABINET.



| | | | | | | | | |
|--------------------------|------|--------------|---------|-----------------------|--|---|--|-------------------|
| DESIGNED BY W. HICKEY | 3/99 | REGION NO. | STATE | FED. AID PROJ. NO. | ENVIRONMENTAL AND ENGINEERING SERVICE CENTER | Washington State Department of Transportation | SR 520 BIKE PATH - BELLEVUE TO REDMOND | PS3 |
| ENTERED BY E. WISE | 8/99 | 10 | WASH | | | | | |
| CHECKED BY E. WISE | 4/01 | JOB NUMBER | 00A039 | | | | | |
| PROJ. ENGR. J. SINEK | | CONTRACT NO. | | | | | | |
| REGIONAL ADM. J. OKAMOTO | | DATE | 5/29/01 | REVISED & ADDED NOTES | BY | | SITE PREPARATION/EXISTING UTILITIES | 104 OF 104 SHEETS |



| LEGEND DETAIL | |
|---|-----------------------------------|
| SUPPLEMENTAL TO MARK L, STANDARD PLAN J-11a | |
| ITS | INTELLIGENT TRANSPORTATION SYSTEM |
| COMM | COMMUNICATION SYSTEM |

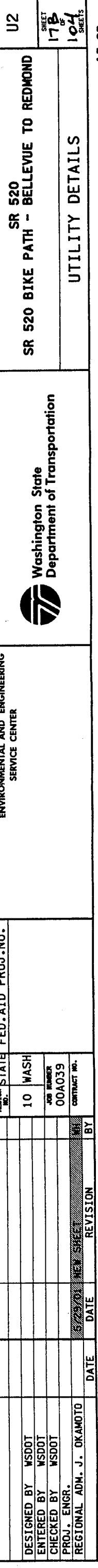
| JUNCTION BOX DIMENSION TABLE | |
|------------------------------|--------------------------|
| MARK | TYPE I BOX |
| AA | J. BOX OUTSIDE LENGTH 31 |
| BB | J. BOX OUTSIDE WIDTH 26 |
| CC | J. BOX INSIDE LENGTH 19 |
| DD | J. BOX INSIDE WIDTH 14 |
| EE | LID LENGTH 21 |
| FF | LID WIDTH 16 |
| GG | J. BOX DEPTH 18 |
| OO | FOUND. OUTSIDE LENGTH 37 |
| RR | FOUND. OUTSIDE WIDTH 32 |
| SS | FOUND. INSIDE LENGTH 18 |
| TT | FOUND. INSIDE WIDTH 12 |
| WW | STIFFENER SPACING 5 |
| XX | STIFFENER LENGTH 16 |
| YY | STIFFENER SPACING 7 |
| ZZ | STIFFENER LENGTH 21 |

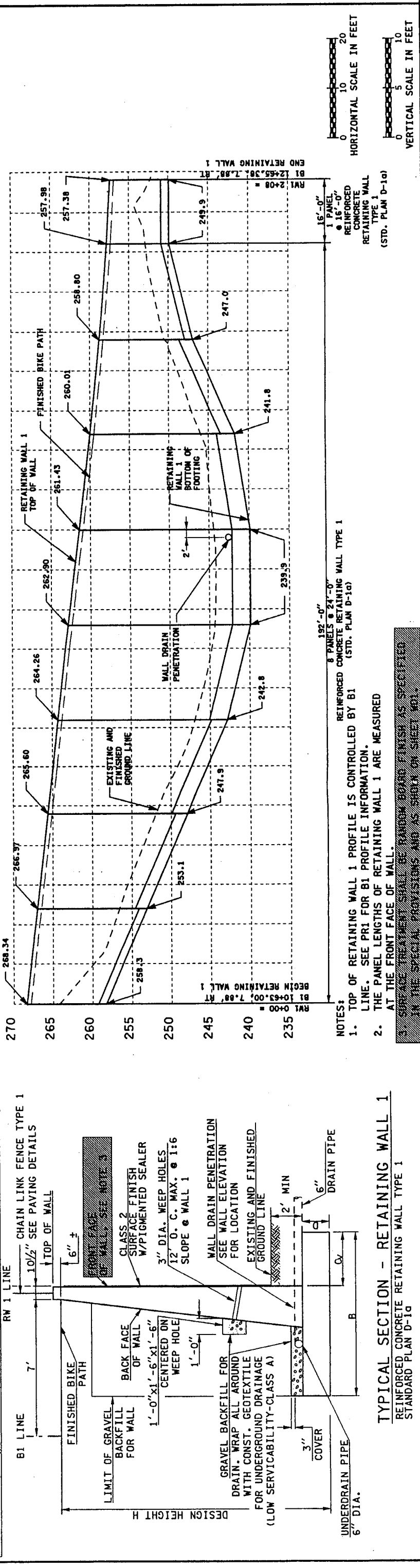
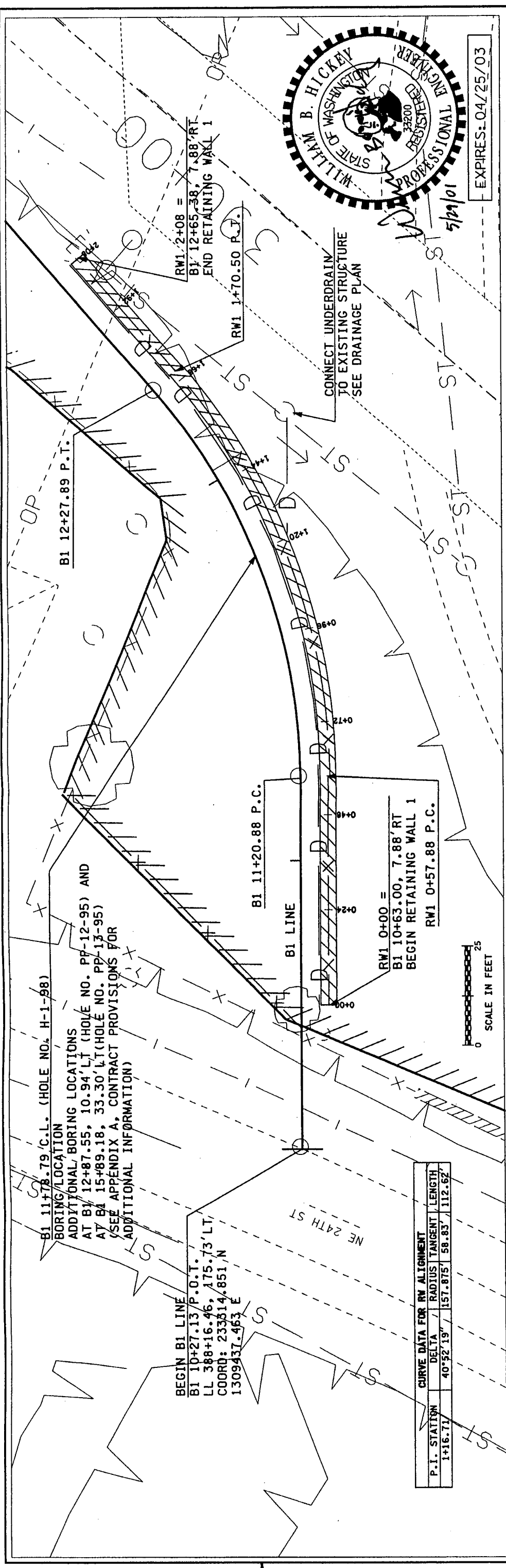
NOTE: MODIFIED JUNCTION BOXES SHALL MEET ALL SPECIFICATIONS ON STANDARD PLAN J-11a WITH THE EXCEPTION THAT THE BOX DEPTH, WALL THICKNESS, FOUNDATION DIMENSIONS, STEEL REINFORCEMENT AND LIDS SHALL BE AS SHOWN ON THIS DETAIL. THE HINGES SHALL ALLOW THE LID TO OPEN 180°.

TRAFFIC BEARING MODIFIED TYPE I JUNCTION BOX

NOT TO SCALE

| | | | | | | | |
|-------------------|-------------------|--------------|--------------------|--|---|--|-------------------|
| DESIGNED BY WSDOT | REGION NO. 10 | STATE WASH | FED. AID PROJ. NO. | ENVIRONMENTAL AND ENGINEERING SERVICE CENTER | Washington State Department of Transportation | SR 520 BIKE PATH - BELLEVUE TO REDMOND | U1 |
| ENTERED BY WSDOT | JOB NUMBER 00A039 | CONTRACT NO. | | | | | |
| CHECKED BY WSDOT | | | | | | | |
| PROJ. ENGR. | | | | | | | |
| REGIONAL ADM. | | | | | | | |
| DATE | DATE | REVISION | BY | | | UTILITY DETAILS | 17A of 104 SHEETS |





| | | | | | |
|---|--|-------|-------|----------|----|
| DESIGNED BY Y. CHANG | | 09/99 | DATE | REVISION | BY |
| CHECKED BY E. BRADY | | 09/99 | DATE | REVISION | BY |
| PROJ. ENGR. J. SIMEK | | 04/01 | DATE | REVISION | BY |
| REGIONAL ADM. J. OKAMOTO | | 07/01 | DATE | REVISION | BY |
| FED. AID PROJ. NO. | | 10 | STATE | WASH | |
| ENVIRONMENTAL AND ENGINEERING SERVICE CENTER | | | | | |
| Washington State Department of Transportation | | | | | |
| Sverdrup CIVIL, INC. | | | | | |
| SR 520 BIKE PATH - BELLEVUE TO REDMOND | | | | | |
| RETAINING WALL 1 | | | | | |
| RW1 | | | | | |
| SHEET 78 | | | | | |
| 104 | | | | | |
| A5-24 | | | | | |



520SEW1.DGN

5/07/2001

B1 LINE

$$\overline{35+00}$$

EXPIRES: 04/25/03

~~B1 40+75.00, 8.0' LT
END STRUCTURAL EARTH
WALL #1~~

LEGEND

NEW CHAIN LINK FENCE
STRUCTURAL EARTH WALL
NEW CONCRETE BARRIER

Diagram illustrating the cross-section of a retaining wall and excavation area. Key components and dimensions include:

- WALL HEIGHT (H)**: Indicated by a vertical dimension line on the left.
- CHAINLINK FENCE**: Located at the base of the wall.
- PAVEMENT, SEE ROADWAY SECTIONS**: Indicated by a horizontal dimension line at the top left, with a width of **8.0'**.
- GRAVEL BACKFILL FOR WALL**: Located behind the wall face.
- LIMITS OF BACKFILL FOR STRUCTURAL EARTH WALL INCL. HAUL**: Indicated by a vertical dimension line on the left, with a height of **1'-6"**.
- CONCRETE FASCIA PANELS**: Located behind the wall face.
- STRUCTURAL EARTH WALL REINFORCING**: Indicated by a vertical dimension line on the left, with a height of **1'-6"**.
- STRUCTURE EXCAVATION CLASS B INCL. HAUL**: Located behind the wall face.
- EXISTING GROUND**: Indicated by a vertical dimension line on the left, with a height of **2'-0" MIN**.
- FINISHED GROUND**: Indicated by a vertical dimension line on the left, with a height of **2'-0" MIN**.
- GRAVEL BACKFILL FOR DRAIN**: Located behind the wall face.
- UNDERDRAIN 6 IN. DIAM.**: Located at the base of the wall.
- LEVELING PAD**: Located at the base of the wall.
- 8'-0" MIN**: Indicated by a vertical dimension line on the right.
- 6"**: Indicated by a vertical dimension line on the right.
- 1'-6"**: Indicated by a vertical dimension line on the right.

TYPICAL SECTION (NTS)

STRUCTURAL EARTH WALL #1

| ITEM | DESCRIPTION | QUANTITY | UNIT | AMOUNT |
|--|--------------------------|----------|-------|--------|
| 1 | STRUCTURAL EARTH WALL #1 | 34+75 | 35+00 | |
| <p>NOTE: CONCRETE FASCIA PANELS SHALL BE RANDOM BOARD FINISH. AS SPECIFIED IN THE SPECIAL PROVISIONS AND AS SHOWN ON SHEET NO. 1.</p> | | | | |

| | |
|---------------|-----------|
| DESIGNED BY | ETW |
| ENTERED BY | ETW |
| CHECKED BY | A.BRADY |
| PROJ. ENGR. | J.SIMEK |
| REGIONAL ADM. | J.OKAMOTO |

| REGION NO. | STATE | FED. AID PROJ. NO. |
|---------------|-------|--------------------|
| 1 | AL | 100 |
| 2 | AK | 200 |
| 3 | CA | 300 |
| 4 | CO | 400 |
| 5 | CT | 500 |
| 6 | DE | 600 |
| 7 | FL | 700 |
| 8 | GA | 800 |
| 9 | HI | 900 |
| 10 | IL | 1000 |
| 11 | IN | 1100 |
| 12 | IA | 1200 |
| 13 | KS | 1300 |
| 14 | KY | 1400 |
| 15 | LA | 1500 |
| 16 | ME | 1600 |
| 17 | MA | 1700 |
| 18 | MD | 1800 |
| 19 | MI | 1900 |
| 20 | MINN | 2000 |
| 21 | MO | 2100 |
| 22 | NE | 2200 |
| 23 | NH | 2300 |
| 24 | NJ | 2400 |
| 25 | NM | 2500 |
| 26 | NY | 2600 |
| 27 | NC | 2700 |
| 28 | ND | 2800 |
| 29 | OH | 2900 |
| 30 | OK | 3000 |
| 31 | OR | 3100 |
| 32 | PA | 3200 |
| 33 | RI | 3300 |
| 34 | SC | 3400 |
| 35 | SD | 3500 |
| 36 | TN | 3600 |
| 37 | TX | 3700 |
| 38 | UT | 3800 |
| 39 | VT | 3900 |
| 40 | WA | 4000 |
| 41 | WY | 4100 |

**ENVIRONMENTAL AND ENGINEERING
SERVICE CENTER**

**Washington State
Department of Transportation**

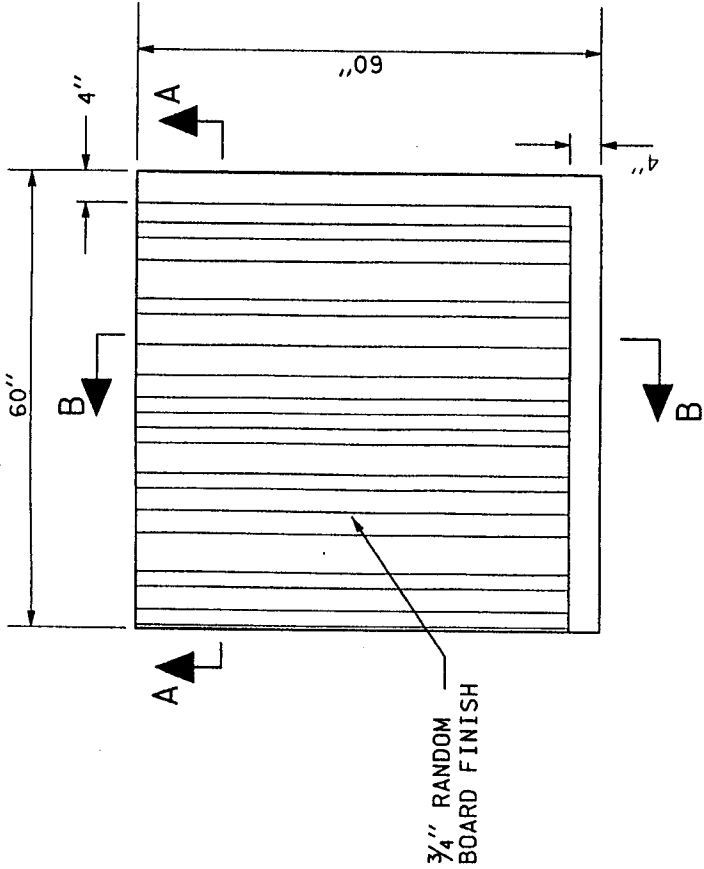
SR 520
SR 520 BIKE PATH - BELLEVUE TO REDMOND

STRUCTURAL EARTH WALL

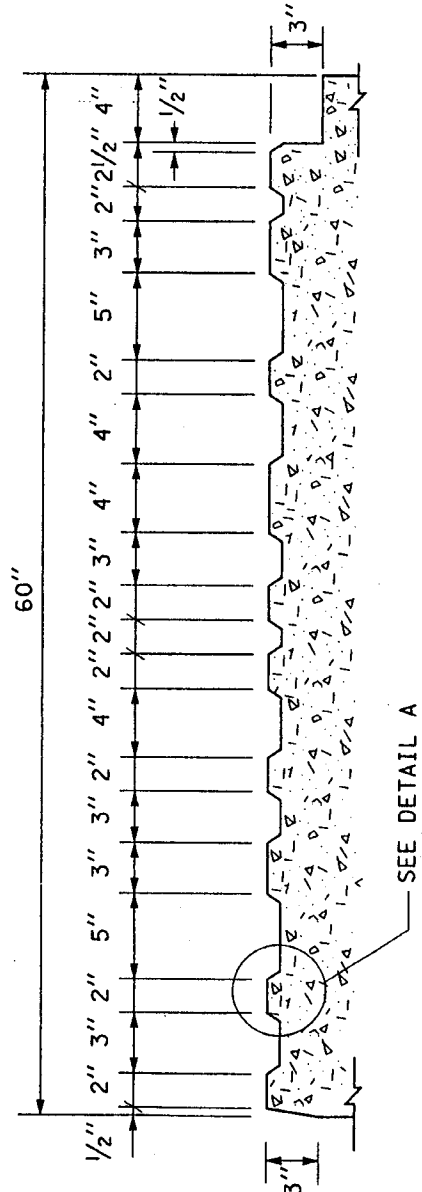
Sverdrup
CIVIL, INC.

79 OF 104 SHEETS

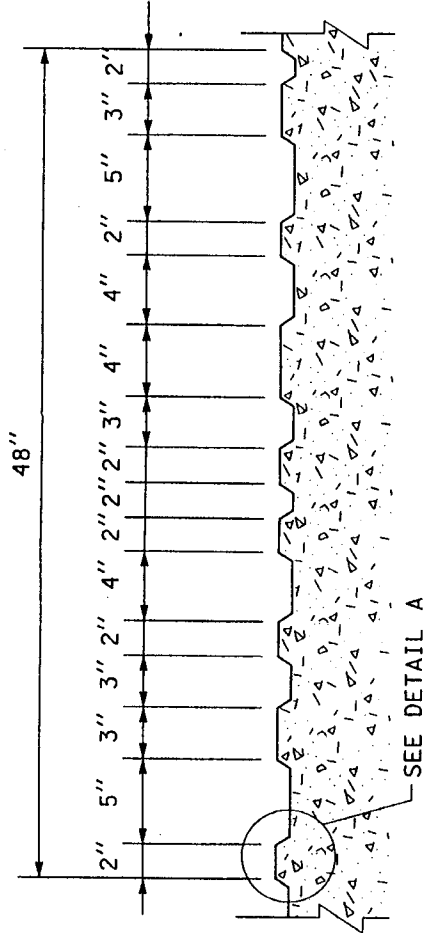
A5-25



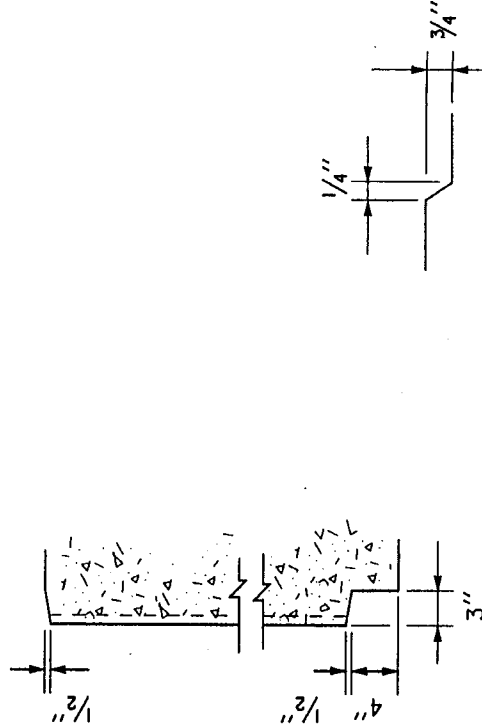
RANDOM BOARD FINISH (PANEL)
STRUCTURAL EARTH WALL #1
N.T.S.



SECTION AA
N.T.S.

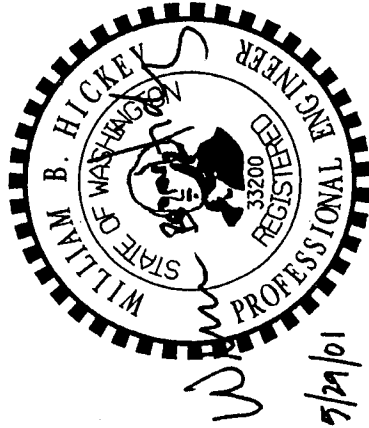


RANDOM BOARD FINISH (CONTINUOUS)
RETAINING WALL #1
N.T.S.



SECTION BB
N.T.S.

DETAIL A
N.T.S.



EXPIRES: 04/25/03

| | | | | | | | | | | | |
|--|---|--------------------------------------|--|----------------------------|--|---------------|------------------|---|--|--|--------------------------------------|
| DESIGNED BY W. HICKEY ENTERED BY W. HICKEY CHECKED BY H. WEEKS PROJ. ENGR. J. SIMEK REGIONAL ADM. J. OKAMOTO | 05/01 05/01 05/01 05/23/01 05/23/01 | DATE DATE DATE DATE DATE | REVISION REVISION REVISION REVISION REVISION | BY BY BY BY BY | REGION NO. 10 JOB NUMBER 00A039 CONTRACT NO. 00A039 | STATE WASH | FED.AID PROJ.NO. | ENVIRONMENTAL AND ENGINEERING SERVICE CENTER | Washington State Department of Transportation Sverdrup CIVIL, INC. | SR 520 BIKE PATH - BELLEVUE TO REDMOND SR 520 | WD1 SHEET 79A 104 SHEETS |
|--|---|--------------------------------------|--|----------------------------|--|---------------|------------------|---|--|--|--------------------------------------|